

Date of Meeting: December 16, 2002**BOARD OF SUPERVISORS  
ACTION ITEM****SUBJECT:** Land Use Committee Report - ZMAP 2001-0003, Moorefield Station**ELECTION DISTRICT:** Dulles (formerly Mercer)**CRITICAL ACTION DATE:** December 16, 2002**RECOMMENDATIONS:**

**Staff:** Recommends approval subject to the November 30, 2002 Proffer Statement and December 10, 2002 Letter of Clarification (attached).

**Planning Commission:** Voted 5-4 (Hansen, Kirchner, Murphy, Offerman opposed) to forward the application to the Board of Supervisors noting incomplete proffers and with findings for how the application could be considered for approval.

**Land Use Committee:** On December 9, 2002, the Committee voted 3-0 to forward the application to the Board with a recommendation of approval, subject to the November 30, 2002 Proffer Statement and a Letter of Clarification addressing language and reference corrections.

---

**BACKGROUND:**

The Claude Moore Charitable Foundation (CMCF) of Fairfax, VA has submitted an application to rezone approximately 591 acres from the CR-1 (Countryside Residential) zoning district to the PD-TRC (Planned Development – Transit Related Center) zoning district in order to develop a pedestrian friendly, mixed-use urban community of office, residential and retail uses. The proposal includes the following: (a) A mix of 6,000 residential detached, attached and multi-family dwellings at up to 50 dwellings per acre; (b) Commercial uses of approximately 9.75 million square feet with an overall average Floor Area Ratio (FAR) of up to 2.0. A zoning modification is requested to the 1993 Zoning Ordinance: 5-1200 Sign Regulations, to allow a comprehensive sign package implementing a unified design element for informational and real estate signage. This application is currently subject to the 1993 Zoning Ordinance. The property is located on the southwest side of the Dulles Greenway, north of Loudoun County Parkway, and the east and west sides of Ryan Road. The area is governed by the policies of the Revised General Plan and the Toll Road Plan, which designate this area for Business uses and specifically Transit Oriented Development and high density residential allowing residential densities of 8 to 50 dwellings per acre and Commercial densities, depending on availability of rail service, up to 2.0 FAR.

On December 9, 2002, the Board Land Use Committee held a meeting following the second Board public hearing on this application (December 3, 2002). The Land Use Committee discussed proffer revisions, bicycle and roadway design, affordable housing, development phasing and fiscal impact, transit availability and funding, and density transfers for open space. The Committee concluded that the application provides for a compact, pedestrian friendly development that allows the County to be proactive in planning for some form of transit in the Dulles corridor. The proffered contributions are significant and the proposal provides a quality design and layout even in the absence of public transit.

**ATTACHMENT 1**

**ISSUES:**

1. Board members requested a description of the potential land use mix between residential and non-residential uses that could occur for the project limited at the car and bus phases of the development. See Attachment 3 for discussion.
2. An amendment to the November 30, 2002 Proffer Statement has been completed in the form of a Letter of Clarification dated December 10, 2002 (Attachment 4). The Proffer Statement and Letter of Clarification is approved as to legal form.

**FISCAL IMPACT:**

There is no discernible, immediate impact on County expenditures associated with this use, but as with this mixed use, Transit Oriented Development project, the costs of providing public services at various phases generally do not exceed revenues. The total capital facilities impact estimated for this project is \$46,224,150. The County anticipates capital facilities contributions from this development in the amount of \$30,332,941 with proffered affordable housing and the allowable by-right density for single family detached dwellings (1 D.U./acre) deducted according to policy. The development proffers meet or exceed the anticipated capital facilities contributions.

**ALTERNATIVES:**

The Board of Supervisors may continue discussion (if the timeline is extended) or recommend approval or denial of the zoning map amendment petition.

**DRAFT MOTION(S):**

See Attachment 2.

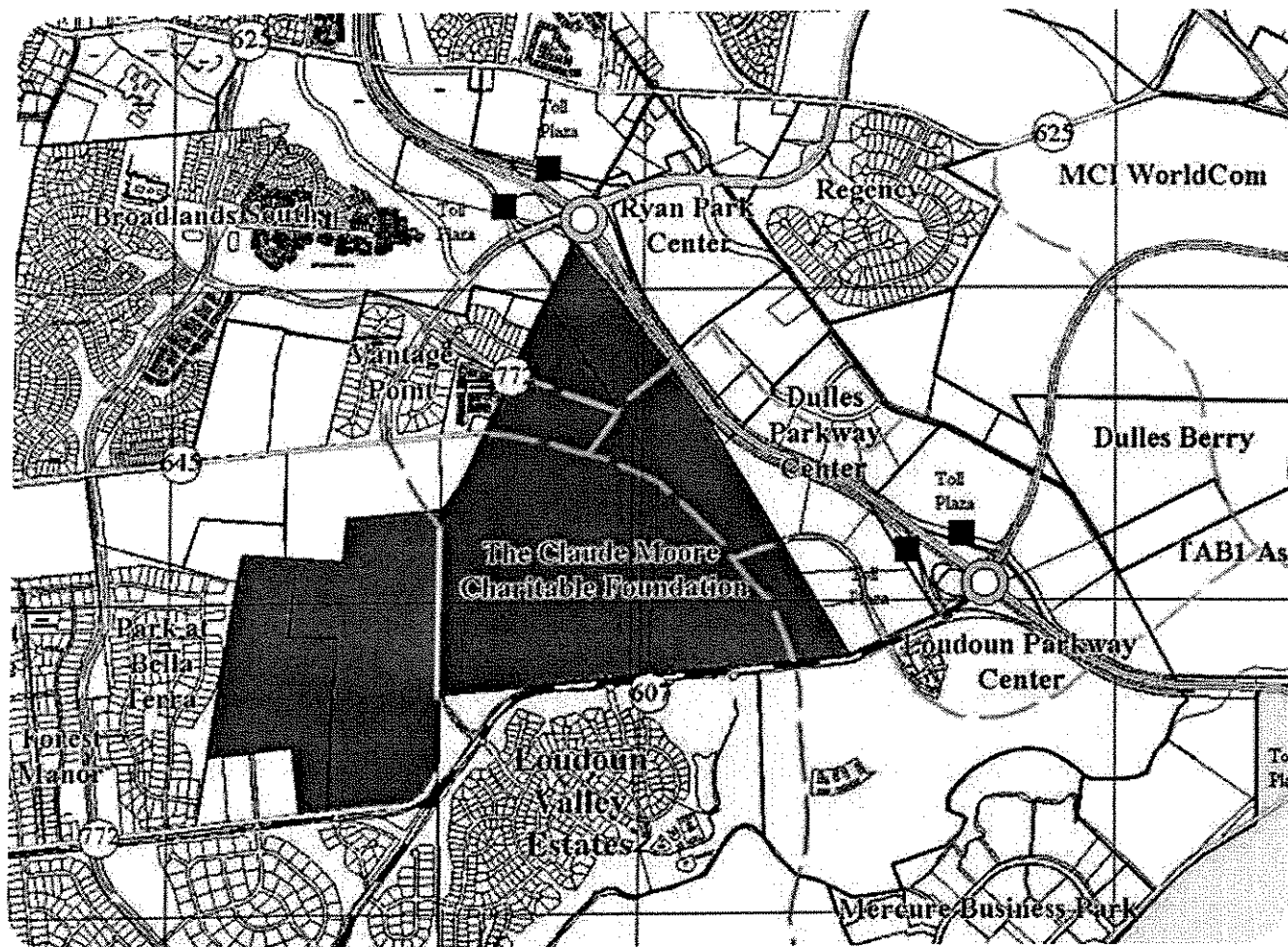
**ATTACHMENTS:** *(Available electronically except Attachment 4)*

1. Vicinity Map
2. Suggested Motions and Findings for approval
3. Land Use Mix / Worst case scenarios
4. Applicant's Letter of Clarification of December 10, 2002

**STAFF CONTACT:** Van Armstrong, Planning Department

A-2

VICINITY MAP



Attachment 1

A-3

**Moorefield Station, ZMAP 2001-0003****Suggested Motions**

1. I move that the Board of Supervisors adopt the recommendation of the Land Use Committee to approve ZMAP 2001-0003, Moorefield Station, subject to the following:
  - The Proffer Statement dated November 30, 2002 (including Exhibit A - Roadway Phasing, revised November 25, 2002 and Exhibit B - Design Guidelines and Development Standards, November 30, 2002) and the Letter of Clarification dated December 10, 2002;
  - The modifications to the 1993 Zoning Ordinance sections 5-1102 and 5-1104 allowing specific informational and real estate signage within the development as described in the applicant's document entitled, "Zoning Ordinance Modification to Permit a Comprehensive Sign Plan for Informational and Real Estate Signs", dated December 10, 2002;
  - Findings for approval:
    1. Moorefield Station achieves the intent of developing a Transit Oriented Development that is pedestrian and bicycle friendly, will contain a broad mix of uses featuring a variety of residential dwelling types, business opportunities, and public and civic uses that act as an urban focal point for eastern Loudoun County and the Ashburn Community.
    2. The development pattern of the project core is configured in a traditional urban layout of interconnected streets that provide a hierarchy of street functions relative to the intended land uses. The project coordinates with the planned regional roads as outlined in the Revised Countywide Transportation Plan and development is phased to accommodate and expand with the availability of transit.
    3. The Transit-Designed Supportive Area provides an appropriate transition to the surrounding development patterns offering a lower density mix of uses than the project core.
    4. The Moorefield Station proposal is fiscally more beneficial to the County than the existing by-right scenario and provides capital facilities contributions consistent with the levels of development proposed and consistent with policies of the Revised General Plan.
    5. The Moorefield Station proposal maintains and enhances the existing River and Stream Corridors on the site and provides appropriate open space supportive to an urban environment.
    6. The proposal overall is consistent with the adopted policies of the Revised General Plan and the Revised Countywide Transportation Plan.

OR,

2. I move an alternate motion.

**Attachment 2**

2.7 A.4

### Land Use Mix / Worst Case Scenarios

At the December 9, 2002 Board Land Use Committee, Board members discussed and asked what mix of land uses were proffered at the car and bus phases of the development. The Board expressed concern with respect to linkage between residential and commercial development or the potential "worst case" scenario where the maximum number of dwellings could be developed absent other non-residential uses.

Within the Transit –Designed Supportive Area (TDSA) of Moorefield Station the County has requested that the applicant's Concept Development Plan proffer and re-state the Land Use Mix as denoted in the Revised General Plan as shown below.

The use mix for the TDSA applicable to Moorefield Station would be:

#### Minimum Required

- |   |     |
|---|-----|
| a. High-Density Residential:                          | 15% |
| b. Regional Office:                                   | 50% |
| c. Commercial Retail & Services*:                     | 0%  |
| d. Light Industrial/Flex:                             | 0%  |
| e. Overall Commercial & Light Industrial (c. and d.): | 0%  |
| f. Public and Civic:                                  | 5%  |
| g. Public Parks & Open Space:                         | 10% |

\* Retail Policy guidance provided in Countywide Retail Plan

This would limit Moorefield Station to developing 67 acres (15% of the land area) of 446.76 acres within the TDSA, and not to exceed between 1072 and 1608 dwellings (at 16 to 24 dwellings per acre). At this point, the minimum required mix of uses must be met for all other categories or through Final Development Plan approval before any further residential development will be permitted.

Within the Inner and Outer Core of Moorefield Station the PD-TRC zoning district requires a Land Use Mix as follows:

<u>Land-Use Category</u>	<u>Minimum.</u>
Residential	20%
Office	20%
Commercial Retail and Services	10%
Parks, Civic & Open Space*	20%

This would limit Moorefield Station to developing 30 acres (20% of the land area) of 150.29 acres within the Core area, and not to exceed 480 dwellings (at 16 dwellings per acre). At this point, the minimum required mix of uses must be met for all other categories or through Final Development Plan approval before any further residential development will be permitted.

### Attachment 3

0154 A-5